





At the Magistracy to-day the Wuotan

shooting case was adjourned again.

MR. F. Browne, Hon. Secretary of the Hongkong Football Club, has forwarded to us a copy of the rules for the Hongkong Football Challenge Cup, the competition for which commences in November next. The cup is valued at \$100, and as the competition is

open to local clubs, and the various units of the navy and garrison, it ought to revive the interest in football in this Colony. It will, of course, be reserved for Association football. The present committee of manage-

ment is Mr E. F. Mackay, Mr P. G. Davies, R.A., Mr L. T. Saunders, R.R., Mr T. L. Bernardston, B.N., and Mr F. Brown.

purchase of Formosa. It is stated by the Nippon that many years ago, when Viscount Enomoto and Viscount Aoki strongly advocated the purchase, the bargain was actually struck, but Count Inouye

strenuously opposing it, the negotiations were cancelled. A recent issue of the *Japan Mail* thus demolishes the rumour:—'The report that the Japanese Government had an intention of purchasing a

We are told by a Japanese newspaper that

The Hokkaido Sugar Manufacturing Company has decided to establish a sugar refinery at Shinagawa, Tokyo, and that Mr Saito, an expert of the Company, will come to Hongkong shortly to inspect

our sugar refineries. We remember, about two years ago, a youthful Japanese coming to Hongkong to investigate into the business of the local sugar refineries. Naturally enough, he did not find the managers of

the refineries very communicative, and if Mr. Saito carries out his intention of coming to Hongkong, we do not imagine he will be any more successful.

We have received the fourth, fifth and sixth copies of a new Nagasaki daily newspaper styled 'The Nagasaki Observer and Daily Reporter.' As the Editor has experienced considerable difficulty with his

working staff, the production is not equal to the ambition of its promoters. We trust our new contemporary will not make the discovery that the Nagasaki community is too small to support a daily paper in ad-

dition to a well established 'weekly.' For our own part we would have thought there was a dearth of news in Nagasaki unless our contemporary is to chronicle 'small beer' like the following:—We are very

about that and following. We are very sorry to hear that a well-known young gentleman of our community is suffering badly from a cut through a broken Hiram Water bottle; it is our sincere wish that the cut is not so bad and that he is

the cut is not so bad and that he is now doing well.' The *Observer* might have 'gone the whole hog' and revealed the identity of the young gentleman. We wish the *Observer* success.

THE P. & O. steamer *Perona*, which arrived here last night over twenty-four hours late from Japan, was badly knocked about in a typhoon on the 6th and 7th inst. She

left Nagasaki on the 5th, in fair ordinary weather, and experienced increasing steadily winds a day out. The sea rose very quickly and the wind reached typhoon force in violent squalls, which continued for two days.

The vessel was light, and rolled fearfully, so that it was at times almost impossible for the men below to keep at their work. Had they not stuck to it manfully, it is doubtful if she would have been able to weather

the storm. On deck great damage was done by terrific seas, which swept away some of the boats and threatened to destroy everything and swamp the ship. The chief officer, Mr. Rogers, while tending

about the head. The ship's surgeon dressed the wounds as well as could be on a

ship in a rough weather, and immediately on arrival in port Mr Rogers was taken to the hospital. It is not believed that he is in any serious danger.

THE Sanitary Board meets to-morrow at 4.15 p.m. to discuss the following business:—

*Orders of the Day:*—1. Amendment of Bye-law 14 of the Market Bye-laws. 2.

*Agenda.*—Acting Medical Officer of Health's report on certain well waters. 2. Applications that orders to close certain

3. Analyst's report on a disinfecting fluid which is prepared locally. 4. Two applications to be placed on the revised list of contractors capable of undertaking drainage works. 5. Papers

concerning the opening of the Central Market for an additional hour at night. 6. Mortality Returns for weeks ended the 31st August and 7th September; respectively. 7. A request for exemption from

the provisions of the bye-laws governing the concreting of floors. 8. Certain papers concerning the sale of food elsewhere than in a public market. 9. Papers having re-

reference to the re-drainage of certain  
houses on Queen's Road West, Fraya  
West and Sang Hing Lane.

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**OWING to increase of Business, W. Robla-**

son and Co. have removed their Piano and Organ showrooms to Connaught House—large stock—low prices.



WEDNESDAY, SEPTEMBER 11, 1895.

It is believed negotiations are in progress for the sale of the P. & O. steamer *Siam* to the Japanese, who were thought to have already got all the steamers they could do with for the present. However that may be, the *Siam* is to go back to Japan instead of going to Bombay; and the P. & O. time-table is a little damaged in consequence. The Bombay trip is to be made by the *Verona*, as there is no other extra boat at hand to fill the vacancy just now.

The newly-established *Nagasaki Observer* states that an Osaka merchant, Mr. Koshiji Kurajiro, has obtained permission to open a new line of steamers between Formosa and Japan and will inaugurate the line in a few days with the *Tenjin Maru*. Mr. Ishida, another Osaka ship-owner, is opening a connecting line with Amoy and Formosa, the *s.s. Chikori Maru* having been sent down on the new run.

The steamer *Nuestra Señora de Loreto*, which arrived in Yokohama on 26th August, thirteen days out from Manila, experienced a very severe typhoon on her way up, in lat. 24° N., and long. 127° E. From the 19th to the 21st ult. the vessel had to lay to. The typhoon commenced from the north, and veered on the second day, the 20th, to northeast, then back to north, and north-west on the 22nd, the barometer falling to 29.27. The only damage sustained by the vessel was the carrying away of her upper works.

The Japanese Official Gazette of the 2nd inst. contains in full the addresses which their Majesties the Emperor and Empress forwarded to the Governor-General of Formosa on the 30th ult. Both addresses express high appreciation of the valor and loyalty shown by the troops at Taiwan and Shikoku-ken, which has enabled the northern part of Formosa to be completely subjugated in so short a time. Their Majesties also sympathize with the soldiers in the numberless hardships they have experienced in addition to the great heat.

Another telegraphic dispatch has been received at Headquarters from Major-General Oshima, under date Taipei the 30th ult. It states that the Bodyguard Division dispatched a flying column to Roko on the 28th and occupied the place. A battalion of cavalry and one of infantry pursued the enemy and reached Tokoromon, killing many of the enemy on the way. At the battle of Sookwa, mentioned in the last dispatch, about 650 insurgents were killed and several more prisoners, while over 400,000 pieces of ammunition and all the telegraphic apparatus fell into the hands of the Japanese.

Capt. W. H. Forbes, Superintending Captain of the Nippon Yusen Kaisha, was entertained to dinner on the 29th ult. in the Club Hotel by a number of shipmasters with whom he had been brought in contact while their steamers were under charter by the company. Capt. Forbes, of the *Admiral*, was in the chair, and Capt. Cliff, of the *Amerasia*, in the vice-chair. In the course of the evening, a handsome testimonial was presented to Capt. Forbes in the form of a time piece appropriately decorated with nautical emblems.—*Japan Advertiser*.

The extraordinary increase of insurance companies in Japan during the past few years, and the nature of many of the latest additions, are beginning to attract the attention of men who have the development of sound business at heart. Five or six years ago insurance companies could be counted on the fingers of a single hand, but there are now more than fifty. This enormous increase has been almost exclusively in the department of life insurance, marine and fire insurance companies being still very few. Many of the newer and later companies are said to be so intent upon enhancing the market value of their shares as to declare all the profits as dividend without setting aside anything in the form of reserve. Moreover, so keen is the competition going on between these companies, that people fear that it will lead to disastrous consequences. The *Chugai Shipyu*, from which these facts are quoted, urges the authorities to exercise a judicious control over these companies.

It appears that the many rumours to the effect that Japan is to be invaded by the Salvation Army will shortly be refuted, as a meeting has already been held at the City Temple in London to inaugurate the movement, and it is announced that the first contingent will be under the leadership of a 'Colonel' Wright. The news will be received with anything but satisfaction among foreigners in Japan, whatever their opinions, for the movement is more than time that the present for the appearance of a Salvation band in this country could hardly have been chosen. And it will scarcely be a pleasant sight for foreigners to witness men and women of their own race shouting and dancing through the streets, and uttering words of a character that may excite if not the active opposition of the local police. We do not fear outrages in Japan, such as occur from time to time in China, but the proceedings of such a body as the Salvation Army are just such as to excite hostility of a character that may excite if not the active opposition of the local police. We do not fear outrages in Japan, such as occur from time to time in China, but the proceedings of such a body as the Salvation Army are just such as to excite hostility of a character that may excite if not the active opposition of the local police.

Captain Cameron, says the *Kobe Chronicle*, has just returned to Kobe from Vladivostok, where he had been with the yacht *Condor*, which was purchased by the officers of the Russian man-of-war *Rynda*. Capt. Cameron left Kobe with her on the 10th July, and after a few days' cruise, he was then in the Island Sea off Tokushima and ran the cutter for a safe anchorage at a place called Awajishima. Eleven other vessels were just off Tokushima at the time, and Cameron's yacht was the only one which reported that the whole of them had been wrecked. One schooner sank at her anchorage and several of the crew were drowned. Eight bodies were picked up in the harbour and one in a fishing net. Another vessel at the beginning of the typhoon had her fore-rigging carried away. She subsequently came drifting on the island with only a jib-sail, and anchored. Then they lowered their topsails which were immediately smashed. Her cabin parted and the last that was seen of her was that she was running away from her anchorage. No damage worth mentioning was done to the *Condor*. Callig in at Kobe after the typhoon they saw two weeks just outside the harbour, and a schooner that had been run down, and it was reported that forty other vessels were more or less damaged. Captain Cameron reached Vladivostok on 21 days, and met with most kind and generous treatment at the hands of the Russians.

PIANOFORES tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

## THE BELGIC.

Further telegrams received in Hongkong from Yokohama state the *Belgic* is still ashore at Cape King, mails and specie have been landed (passengers presumably being landed if desired), and that hopes are entertained of getting the steamer afloat in a few days.

The *Belgic* was in command of Captain Walker, well known as one of the most capable and careful navigators in the Pacific. We believe it is correct that he has never had an accident of any importance before. In fact, the Occidental & Oriental steamers have enjoyed a singular immunity, which is highly creditable to the officers and to the managers responsible for selecting them, even since they commenced running across the Pacific in conjunction with the American Company—which, by the way, has had almost equally remarkable bad-luck.

By way of explaining how the accident may have happened, it may be added that there was a typhoon in Japanese waters on Friday and Saturday (6th and 7th), so that Sunday night would very likely be thick, perhaps still equally.

## THE 'AMERICA' OUP.

A private telegram says that in the second race the *Yakkyu III.* has beaten the *Defender*.

## THE TYPHOON.

The Spanish Consul courteously forwards the following telegrams to us:—

Hongkong, Sept. 10, 1895.  
Binondo, 10.9.95, 4.35 p.m.—The storm announced is now to the E. of Manila. It travels slowly; its direction seems to be from the S.E. to the N.W.

Hongkong, Sept. 11, 1895.  
Binondo, 11.9.95, 7 a.m.—We believe that the storm descended before entering the Island. We don't know the cause.

The following was issued by the Hongkong Observatory:—  
On the 10th at 4.15 p. Depression in S. Luzon moving towards WNW. On the 11th at 11.0 a. Baromet. —baromet. falling: fresh NW winds: fair.

## THE PLAGUE RECOGNITION FUND.

Mr. T. Sercombe Smith, Hon. Secretary to the Plague Recognition Committee, sends us the following correspondence for publication:—

287, Regent Street, London, W., 6th August.  
Jas. B. Coughtrey, Esq.,  
The China Fire Insurance Co., Ltd.,  
Hongkong.  
Dear Sir,—I last wrote you on the 7th June and have to regret the pleasure of stating to you the following correspondence for publication:—

Gold. Silver. Destination.  
31 (with names) Hongkong.  
31 (without names) Hongkong.  
13 360 Calcutta.  
— 113 Shrewsbury.  
44 622 in all.

I now beg to enclose statement of my account amounting to £555 in all, against which I have already drawn for £300 (in sums of £50 and £250), leaving £255, for payment of which I have, as instructed, applied to the Chartered Bank of India, Australia and China, who inform me that although they hold £250 in London on account of your Committee, they have no instructions to pay me, but that payment for my account will be remitted from Hongkong upon receipt of the medals there. As in accordance with the terms of your letter I was expecting full payment upon 3 packing cases and medals, I shall feel obliged by your kindly remitting draft for £255 upon receipt of this letter. I remain, Dear Sir, yours faithfully,  
ALLAN WYON.

## STATEMENT OF ACCOUNT.

Advertising competition for Prize Design of Medal, &c. £ 5 7 0  
Printing copies of advertisement with notes of competitors. 1 8 3  
Expenses and Imperial Institute, &c. 3 5 0  
Amount paid as prize. 16 0 0  
Preparation and engraving of medals. 78 10 0  
44 (18 cases) gold medals. 198 0 0  
44 (18 cases) silver medals. 5 10 0  
44 (18 cases) silver medals with rings. 200 4 0  
Engraving names on 600 medals. 39 18 0  
Silver medals with rings. 1 19 0  
Ribbons for 600 silver medals. 12 6 0  
Packing cases and packing. 0 19 3  
Freight and shipping charges. 7 5 0  
Insurance. 2 14 0  
Telegram to Hongkong. 2 16 0  
Total. £555 0 0

London, 8th August.

Dear Sir,—At the request of James B. Coughtrey, Esq., I have recently sent you through the agency of Messrs. Geo. W. Wheatley and Co. whose parcel ticket, No. 1404, you will find enclosed herewith, a case marked—

T. Sercombe Smith, Esq.,  
Hon. Secretary, Plague Committee,  
Hongkong.

containing 31 gold medals in morocco cases; 137 silver medals mounted with rings, &c., with names on each medal; 6 silver medals without any recipients' names, which I have prepared in compliance with the instructions of the Plague Recognition Fund Committee as conveyed to me through Mr. Coughtrey.

I also enclose herewith a list of the names of the recipients of the medals sent me by that gentleman.—I am, Dear Sir, yours faithfully,  
ALLAN WYON.

## REUTERS' TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, September 9, 1895.

## THE ARMENIAN REFORMS.

The Porte has notified the Foreign Embassies that various concessions have been made to their demands in regard to Armenian Reforms.

## THE TRIPLE ALLIANCE.

The fact of the Emperor Francis of Austria attending the German Manoeuvres, held in the presence of the Emperor William, is considered of great political importance.

## THE GOVERNORSHIP OF CEYLON.

Sir West Ridgeway has been appointed Governor of Ceylon.

## SOCIALISM IN GERMANY.

The Emperor William, in a receipt, appeals to the people of Germany against enemies who know no fatherland and who, in times of national enthusiasm like the Sedan fêtes, revile the memory of their late Great Emperor.

## THE KUCHENG MASSACRE.

FURTHER ARRESTS.  
ANTI-FORIGN FEELING AT FOOCHEW.

(From our own Correspondent.)

Foocchow, September 7.

Since sending off my last letter the

Kucheng Commission has made considerable

progress in its work, and the whole

prospect looks brighter. In addition to

examining and bringing out clearly the

guilt of several prisoners of less importance,

the Court has secured the arrest of two

of the leaders. One of them, Leo

Ing Cheng, was caught in the Kiong Ning

District and has just been brought to

Kucheng. A reward of \$1200 was offered

for his capture. This man introduced

Vegetarianism into Kucheng, and has ever

since been its chief propagandist. The other

known as Muehchang Chek, or Muehchang

No. 7, was brought to Kucheng on Tues-

day, the 3rd inst., by the homeguards of

the village at which he was caught. My

correspondent writes, 'while we were in the

Yamen this morning (Tuesday), at about

12 o'clock, an awful screaming and yelling

informed us that something quite out

of the ordinary was taking place. The Dis-

trict Magistrate and several runners went

to the front gate of the Yamen, where the

noise appeared to come from, and in a few

minutes quiet was restored and he came

back telling us that Muehchang Chek,

the murderous ruffian, who probably killed

one or more at Hwa Sang, and for whose

arrest the magistrate had offered a reward

of \$500, had arrived. In about another

minute a man came trotting in with a man

on his back, and another running beside

him. They proved to be two of the home-

guards of the village in which Muehchang

Chek was arrested, and the great leader

and villain himself. All was excitement,

as you can guess, and we were still more

excited and indignant when we learned

that the unearthly noise we had just heard

had been caused by a fight between the

guards and the soldier, the latter trying

to abduct the prisoner in order to lay claim

to the reward.' The prisoner confessed to

himself that he was the man who made the

attack on Miss Martineau, that her servant

had grasped with him and that he had his

large trident, all of which was true. This

is one of the most important arrests yet

made, for this was the wretch who led the

Vegetarians to Hwa Sang on the night of

the massacre and began the attack on the

foreigners.—Welcome as is the news of his

arrest, however, the conduct of the soldiers

suggests unpleasant possibilities. Time and

again they have tried to abduct prisoners

from the real captors, and instead of being

punished by their officers they are given a

small reward. I am told that in most

cases the rewards offered pass through so

many hands that but little reaches the

rightful owners. The whole thing is looked

upon by the soldiers as a grand chance

to squeeze, and when that is gone their

interest in the affair will have passed away.

The Commission is collecting an im-

mense mass of evidence and is making

good progress, though the fact that so

far as is now known, all the evidence must

be submitted to the Viceroys before a single

sentence can be passed, is humiliating in

the extreme. There are a hundred and

thirty prisoners in goal, of whom twenty

seven have been examined, and twenty

three of these stand convicted on their own

confession. Besides these, there are about

thirty more who are almost sure to confess

as the evidence against them is overwhelming.

The man who carried the flag at the

massacre and gave the orders to kill is

being hunted with vigour, and it is hoped

that the reward of \$500, which the officials

have offered, will lead to his speedy capture.

A report, of the truth of which I am as-

ured, shows in connection with the above

how immensely important the presence of

the Commission has been. Some days ago,

I was told that when eleven prisoners had

been tried and their guilt established, the

Prefect suggested the investigation had gone

far enough, so only eleven foreigners had

been killed. The Commission would not

listen to it, and proceeded with the trials.

I have the best authority for saying that

the officials at Foocchow, from the Viceroys

down, are trembling with fear. The failure

of the Viceroys' attempt to bluff the

Commission at the start, and his equally

lamentable failure to make it return in

disgrace, together with the strenuous

work

## the Consuls and their Colleagues have shown

all through, have frightened the officials so

thoroughly that they are living in hourly

dread of the future. The presence of the

gunboats, too, had its effect, but the British

Government has been considerably enough of

its feelings to withdraw the only gun-

boat it had here. It is almost impossible

to get anyone connected with the Yamen

to open his mouth on the subject of

Kucheng. An experienced man, whom I

sent into the city two days ago to get a

little desired information, described the up-

per class of Yamen attendants as being in a

state of abject terror. If this is the effect

of a show of firmness, what would not be

accomplished by a determined attitude

even though continued for only a few years!

Another thing the presence of the Com-

mission shows clearly is that when the

Chinese officials are obliged to they have

no difficulty in arresting criminals. Their

activity in this case is striking evidence of

what can be done when they are driven.

The Consuls are working together her-

moniously, and the officials are literally

working in relays day and night, and wit-

nesses are being examined every hour. If

the firmness had been shown in the

Szechuen case it would have been in a

fair way toward settlement.

Hsi Tsoai leaves here to-morrow for

Kucheng as Chinese Commissioner, but

with what powers I know not. The story

of his going shows the utter worthlessness

of the Viceroys' assurances. On Saturday

last, Aug. 31, an official telegram was re-

ceived here from Peking saying that the

man was appointed to go to Kucheng, yet

three days ago the Viceroys denied all know-

ledge of it. He knew all about it, however,

since it is now known that some days before

his denial he sent a dispatch post-haste to

Funing, a city about 60 miles up the coast,

where Hsi then was attending to some

other cases, and ordered him to return at

once and proceed to Kucheng. He did

return, and after staying as long as

the Viceroys thought safe, visited the

British and American Consulates yesterday

and announced that he would go to-morrow.

If he had gone when ordered he might

have been at Kucheng now. In the mean-

time the Commission was being embarrassed

and compelled to sit with a powerless

Prefect, and the goals were being crowded

with prisoners faster than they could be

tried. It is not pleasant to think what

would be the result if this immense crowd

of abandoned wretches should make an at-

tempt to break out.

It is imperative, therefore, that the new

commissioner have full powers.



## Mails.



**STEAM FOR**  
STRAITS, CEYLON, AUSTRALIA,  
ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **BENGAL**, Captain W. HARRIS, carrying Her Majesty's Mail, will be despatched from this direct for MARSEILLES and LONDON, TOMORROW, the 12th September, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to  
**ALF. WOOLLEY,**  
Acting Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, September 11, 1895. 1605

## NOTICE.

**STEAM FOR**  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
Also,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

Proposed Sailings from HONGKONG.

**SUBJECT TO ALTERATION.**  
Oldenburg..... Monday Sept. 16.  
Karlshafen..... Monday Oct. 14.  
Prinz Heinrich..... Monday Nov. 11.  
Preussen..... Monday Dec. 9.  
Sachsen..... Monday Jan. 6.  
Gera..... Monday Feb. 3.

ON MONDAY, the 16th day of September, 1895, at 3 p.m., the Company's Steamship **OLDENBURG**, Capt. HEINZ, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SUNDAY, the 14th September, and Cargo and Specie will be received on board until Noon, on MONDAY, the 16th September, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 14th September. Consignments of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to  
**MELOERS & Co.,**  
Agents,  
Hongkong, August 23, 1895. 1665

## Intimations.

**S. I. T. I. N. G.**  
Surgeon Dentist,  
No. 10, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 2, 1895. 628

**WINDSOE HOTEL,**  
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE', offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.  
**P. BOHM,**  
Proprietor and Manager,  
Hongkong, November 24, 1894. 1807

**GRIMAUD'S SYRUP**  
OF  
**HYPO-PHOSPHITE OF LIME**  
FOR DISEASES OF THE CHEST  
All suffering from Catarrh, Consumption, Obstructive Coughs, or Croup, and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take  
**GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME**  
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.  
Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimaud's Syrup has a rose colour, and is sold in red oval bottles. Beware of imitations.  
**GRIMAUD & Co., Paris, sold by all Chemists.**  
For Sale by **A. S. WATSON & Co., Chemists.**

## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from HONGKONG.

China (via Nagasaki, Yokohama and Honolulu)..... TUESDAY, Sept. 17, at noon.  
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Oct. 8, at noon.  
City of Mexico (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Oct. 26, at noon.

THE U. S. Mail Steamship **CHINA** will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through JRDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate. Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.  
**J. S. VAN BUREN,**  
Agent,  
Hongkong, September 7, 1895. 1663

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Sept. 28, at noon.  
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... THURSDAY, Oct. 17, at noon.  
Tosco (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Nov. 5, at noon.

THE Steamship **BELGIC** will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA and YOKOHAMA, on SATURDAY, the 28th September, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. on the day previous to sailing. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.  
**J. S. VAN BUREN,**  
Agent,  
Hongkong, August 27, 1895. 1664

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Proposed Sailings from HONGKONG. (Subject to Alteration).  
Victoria..... 3.167 Tuesday Sept. 17.  
Hankow..... 3.684 Tuesday Oct. 8.  
Tacoma..... 2.649 Tuesday Oct. 29.  
Victoria..... 3.167 Tuesday Nov. 19.

THE Steamship **VICTORIA**, Captain FANTON, sailing at Noon, on TUESDAY, the 17th September, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KORE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (on the day previous to sailing).

For further information as to Passage or Freight, apply to  
**DODWELL, CARLILL & Co.,**  
Agents,  
Hongkong, August 28, 1895. 1598

## NOTICE.

**COMPAGNIE DES MESSEAGERIES MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;  
Also  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th September, 1895, at Noon, the Company's Steamship **SYDNEY**, Commandant AUBERT, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 17th September, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.  
**C. TOURNAIRE,**  
Acting Agent,  
Hongkong, September 4, 1895. 1643

## To Let.

**TO LET.**  
**5-ROOMED BUNGALOW 'RHEDA,'**  
BONHAM ROAD.  
Apply to  
**CHINA MERCHANTS S. N. Co.,**  
No. 22, Praya West.  
Hongkong, August 20, 1895. 1846

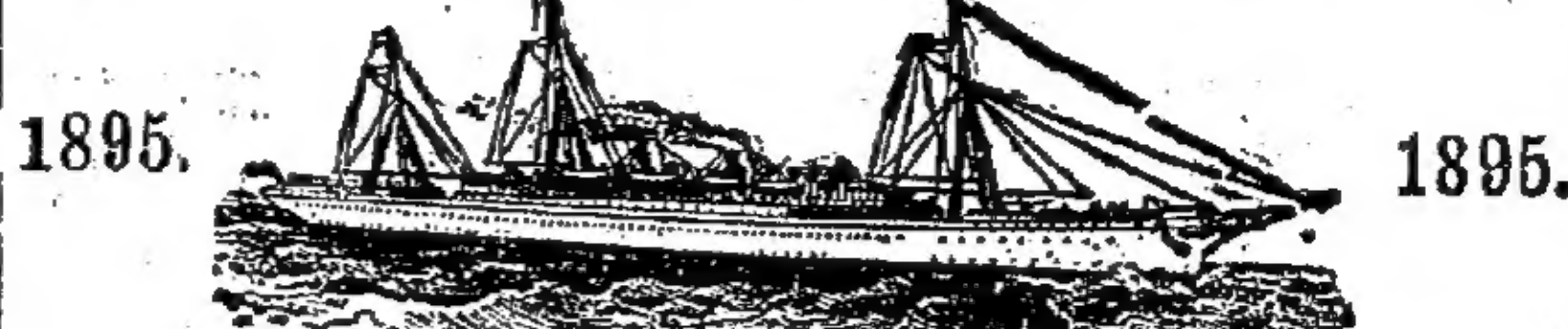
**TO LET.**  
D'WELLING HOUSES—  
POUSES IN RITON TERRACE,  
LARKSPUR IN RICHMOND ROAD.  
BOUTIQUE OF NO. 2, BLVD  
BOULEVARD.  
No. 9, CHANCERY LANE.  
No. 5, KNOTSFORD TERRACE, Kowloon.

OFFICES—  
FIRST FLOOR, No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co.  
Apply to  
**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,**  
Hongkong, August 28, 1895. 251

**TO LET.**  
From 1st July.  
**NO. 5, WEST TERRACE.**  
Apply to  
**G. O. ANDERSON,**  
19, Praya Central.  
Hongkong, May 31, 1895. 1028

**CHAS. J. GAUPP & Co.,**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
**NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.**  
VON LINDNER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.  
English Silver & Electro-Plated Ware. Christie & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY.  
**DIA MONDS**  
AND  
**DIAMOND JEWELLERY.**  
A Splendid Collection of the Latest London Patterns, at very moderate prices. 734

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY—SPEED—PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. Geo. A. LEE, R.N.R. ....WEDNESDAY, 2nd Oct.  
EMPRESS OF CHINA...Comdr. R. ANGERHALD, R.N.R. ....WEDNESDAY, 30th Oct.  
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. ....WEDNESDAY, 27th Nov.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
**D. E. BROWN, General Agent,**  
PEDDER STREET,  
Hongkong, September 4, 1895. 1636

## Shipping.

**Steamers.**  
FOR SINGAPORE, HAVRE AND HAMBURG.  
(Calling at NAPLES for landing Passengers if sufficient inducement offers.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL AND BREMEN.)

The Steamship **Belgia**, Capt. von BERNER, will be despatched for the above Ports on FRIDAY, the 13th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
**SEMMSEN & Co.,**  
Agents,  
Hongkong, September 5, 1895. 1651

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA (DIRECT).**  
The Co.'s Steamship **Yuenkong**, Capt. W. WADSWORTH, will be despatched as above on FRIDAY, the 13th Instant, at 5 p.m., instead of as previously notified.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers,  
Hongkong, September 10, 1895. 1650

**THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.**

**CHINA AND JAPAN.**  
PROPOSED SAILING FROM HONGKONG, 1895. (Subject to Alteration).  
Mount Lebanon... Saturday... 14th Sept.  
Altmore... Saturday... 15th Oct.

THE Steamship **Mount Lebanon** will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 14th September.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to  
**SHAW & Co.,**  
Agents,  
Hongkong, September 9, 1895. 1651

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,**  
UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

**STEAM TO SHANGHAI & KOBE.**  
The Co.'s Steamship **Marie Teres**, Capt. GHERMANN, will be despatched for the above places on SATURDAY, the 14th Instant.

For Freight or Passage, apply to  
**SANDER & Co.,**  
Agents,  
Hongkong, September 7, 1895. 1658

**FOR MANILA (DIRECT).**  
The Steamship **Amur**, Capt. C. MEARS, will be despatched for the above Ports on WEDNESDAY, the 15th Inst., at 5 p.m.

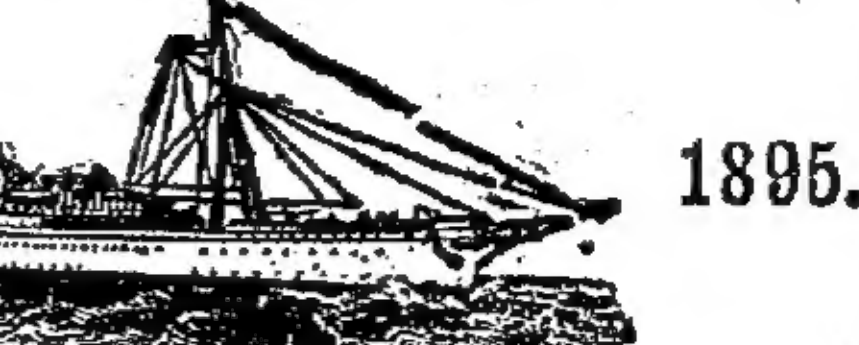
Taking Cargo and Passengers at through rates for transshipment at Manila for BANGALORE, CALCUTTA, SANTANDER and other Spanish Ports.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated amidship, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**VILLA, LOPEZ & Co.,**  
Agents,  
Hongkong, September 6, 1895. 1654

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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**D. E. BROWN, General Agent,**  
PEDDER STREET,  
Hongkong, September 4, 1895. 1636

## Shipping.

**Steamers.**  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.  
The Co.'s Steamship **Tsuan**, Captain Geo. RAMSEY, will be despatched as above on THURSDAY, the 13th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber, ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, September 6, 1895. 1652

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**FOR LONDON, VIA PORTS OF CALL.**  
The Co.'s Steamship **Colony**, R. CONNOR, Commander, will be despatched as above on or about the 20th September, instead of as previously notified.

For Freight or Passage, apply to  
**HOLLIDAY, WISE & Co.,**  
Agents,  
Hongkong, August 29, 1895. 1592

**SHIRE LINE OF STEAMERS**  
FOR LONDON, HAMBURG AND ANTWERP.

The Steamship **Carmanahire**, Captain STANLEY, will be despatched for the above Ports on or about the 22 d September.

For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents,  
Hongkong, August 22, 1895. 1559

**Sailing Vessels.**  
FOR BALTIMORE.  
The 3/3 A.I.T. Amer. Brigue **Frederick F. Litchfield**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**MELOERS & Co.,**  
Agents,  
Hongkong, August 3, 1895. 1428

**FOR SAN FRANCISCO.**  
The 100 A.I.T. British Ship **Lyndhurst**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SHAW & Co.,**  
Agents,  
Hongkong, May 29, 1895. 1010

**FOR NEW YORK.**  
The 3/3 A.I.T. American Ship **P. N. Blanchard**, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to  
**ARNHOLD, KARBURG & Co.,**  
Agents,  
Hongkong, Sept. 5, 1895. 1599

**FOR NEW YORK.**  
The 3/3 A.I.T. Amer. Brigue **Adam W. Spry**, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**OSLOWITZ & Co.,**  
Agents,  
Hongkong, August 10, 1895. 1472

**FOR NEW YORK.**  
The 3/3 A.I.T. American Ship **Star of India**, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to  
**SIEMSEN & Co.,**  
Agents,  
Hongkong, August 14, 1895. 1606

## Shipping.

**Sailing Vessels.**  
FOR NEW YORK.  
The 3/3 L.I.T. American Ship **Wandering Jew**, Captain WANDER, shortly expected in ballast, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SIEMSEN & Co.,**  
Agents,  
Hongkong, September 6, 1895. 1600

**FOR NEW YORK.**  
The 100 A.I.T. British Brigue **Enghorn**, Captain R. SHIMM, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SIEMSEN & Co.,**  
Agents,  
Hongkong, September 6, 1895. 1661

## For Sale.

**FOR SALE.**  
Messrs. Kelly & Walsh's List includes the following Works by Dr. EITEL:—

**EUROPE IN CHINA:** The History of Hongkong, from the beginning to the year 1882. Hongkong, 1895. \$6.50.

**HANDBOOK OF BUDDH**